

---

**From:** Lvjet [REDACTED] >  
**Sent:** Monday, November 28, 2011 3:12 AM  
**To:** jeevacation@gmail.com; [REDACTED]  
**Subject:** B727 update

Jeffrey,

Terak from Qatar told me that his chairman will be in West Palm Beach on December 3rd to view the Boeing 727 and possibly take a demo flight= Chicago was mentioned as a possible destination. No firm demo flight date=has been established. I will gain your approval first.,

I will have more info early this week,. Don Bass and Terak requested a=4 year maintenance budget from Larry Morrison,. here is the email that Morrison prepared,. It has not been sent to buye=, only fwd to Don Bass, at this time.,

Dear Don,

Per your request, and as follow up to our teleconference last week, pl=ase see the following maintenance projections. While reviewing, please kee= in mind that these are only projected estimates, and do not include line =aintenance and normal wear items. As well, keep in mind that these project=ons are based on average findings and do not include extenuating circumsta=ces.

January 2012: C 2C Check (General De=cription: Inspection Below Galleys, Lavatory's and Emergency Exits, Fore a=d Aft Wing Spars) Estimated Cost: \$420,000 3 weeks down t=me

February 2013: Lower Lobe and Bilge Inspectio=: (General Description: Requires removal and installation of Aux.=Fuel Tank System / History of this aircraft has had minimal findings in th=se zones, however, the removal and installation of the tank system is labo= intensive, 36mo. recurring). \$300,000 3 weeks down time =note: all eleven fuel cells were overhauled at last removal, thus cell con=itions should be good) .

Engine No.2 HPC AD2003-12-07 (amd. 39-13192) (8 yr re=urring) (Due 7/27/2013) \$350,000. 4 weeks down time (howe=er there are exchange options available for the -7B engine).

February 2014: C Check (General Desc=cription: Two year items) Estimated Cost \$175,000 2 weeks d=wn time. Engines No.1 and No,3 HPC AD 2003-16-05 (amd.39-=3258) (9 yr recurring) \$350,000 each, 4 weeks down time (=ote: Lease as well as exchange engines are difficult to come by do to inte=mediate case modifications required for the Super 27. In addition exchange=engines are not recommended do to the very low hours and cycles on the cur=ent set of engines). I hope this helps to define the upcoming major maintenance events for =908JE. Once the 2014 Maintenance is complete the aircraft will be back on =chedule with the MSG3 multiple of two program. In essence, all subsequent =hecks will be every 24 months, the following being 2016.

Best Regards,  
Larry Morrison  
Director of Maintence / JEGE Inc.